NextGen City Pairs - Charlotte

When a traveler starts to plan a trip or when an airline operator starts to plan air service, they will look at the points of origin and destination for flights. These points of origin and destination are thought of in terms of pairs of cities or pairs of metroplexes. In measuring city-pair performance, the NPS website looks at flights that either originate or conclude at a specific metroplex, such as the New York/Philadelphia metroplex to Southern California. For each city pair, an origin airport (for example, Newark Liberty International, EWR) and a destination airport (for example, Los Angeles International, LAX) are listed. The city pairs are unidirectional (only measuring EWR to LAX in the example above) and the NPS website reports them as recommended by the NextGen Advisory Committee (NAC).

All results are reported by Fiscal Year (FY), October 1 — September 30.

Flights can depart outside of the reportable hours, but must arrive during the reportable hours at the destination airport. For a list of the reportable hours for each airport, please see the Reference Guide.

Average Airborne Time (FY)

This metric is measured as Minutes

During reportable hours at the destination airport, the average Airborne Time for flights between the selected city pair. The reportable hours vary by airport and the results are reported by fiscal year. Additional reportable hour information can be found in the airport information section of the Reference Guide.

Origin	Destination	2009	2010	2011	2012	2013	2014
BWI	CLT	62.7	61.9	61.8	60.5	61.5	62.8
CLT	DCA	54.1	54.2	54.8	54.9	55.0	54.4
CLT	EWR	82.6	81.4	81.1	80.8	80.4	80.0
CLT	IAD	54.5	54.9	55.5	55.2	54.7	54.7
CLT	JFK	87.1	83.9	81.5	80.3	81.2	80.0
CLT	LGA	81.9	79.4	79.8	79.3	79.6	78.0
CLT	ORD	96.1	95.6	96.7	94.7	95.0	96.0

Effective Gate-to-Gate Time (FY)

This metric is measured as Average Minutes per Flight

During reportable hours at the destination airport, the difference between the Actual Gate-In Time at the destination airport and the Scheduled Gate-Out Time at the origin airport. Flights may depart outside reportable hours, but must arrive during them. The reportable hours vary by airport and the results are reported by FY.

Origin	Destination	2009	2010	2011	2012	2013	2014
BWI	CLT	91.5	89.8	91.8	85.6	89.0	94.2
CLT	DCA	81.3	82.1	87.1	80.4	83.0	83.5

CLT	EWR	140.9	125.8	129.5	124.8	126.3	126.6
CLT	IAD	92.2	90.5	90.5	84.4	88.6	93.1
CLT	JFK	143.2	127.5	121.4	111.2	122.6	118.3
CLT	LGA	122.4	117.0	122.8	116.5	123.2	118.8
CLT	ORD	134.0	133.5	136.2	127.4	134.1	138.5

Airborne Distance (FY)

This metric is measured as Nautical Miles

During reportable hours at the destination airport, the average airborne distance of flights between the selected city pair. The reportable hours vary by airport and the results are reported by fiscal year. Additional reportable hour information can be found in the airport information section of the Reference Guide.

Origin	Destination	2009	2010	2011	2012	2013	2014
BWI	CLT	[1]	[1]	343.5	341.3	343.4	344.9
CLT	DCA	[1]	[1]	329.4	330.7	330.6	328.6
CLT	EWR	[1]	[1]	510.2	509.7	507.4	507.8
CLT	IAD	[1]	[1]	326.4	325.4	323.3	322.5
CLT	JFK	[1]	[1]	535.1	532.6	536.9	535.1
CLT	LGA	[1]	[1]	515.5	513.9	514.5	512.7
CLT	ORD	[1]	[1]	573.2	568.7	569.9	573.0

[1] No data available.

Efficiency:

As described by ICAO, *efficiency addresses the operational and economic cost-effectiveness of gate-to-gate flight operations from a single-flight perspective. In all phases of flight, airspace users want to depart and arrive at the times they select and fly the trajectory they determine to be optimum.*

Airborne Time Predictability (FY)

This metric is measured as Minutes

During reportable hours at the destination airport, the difference between the 85th and 15th percentiles of Airborne Time for flights between the selected city pair. The reportable hours vary by airport and the results are reported by FY. Additional reportable hour information can be found in the airport information section of the Reference Guide.

Origin	Destination	2009	2010	2011	2012	2013	2014
BWI	CLT	14	15	14	13	13	13
CLT	DCA	10	9	9	10	10	10

CLT	EWR	14	13	13	13	13	13
CLT	IAD	8	8	9	8	9	9
CLT	JFK	21	15	12	12	13	12
CLT	LGA	15	11	12	12	12	11
CLT	ORD	14	14	15	13	14	14

Effective Gate-to-Gate Time Predictability (FY)

This metric is measured as Minutes

During reportable hours, the difference between the 85th and 15th percentiles of the Effective Gate-to-Gate Time metric. The reportable hours vary by airport and the results are reported by FY. Additional percentile and reportable hour information can be found in the Reference Guide.

Origin	Destination	2009	2010	2011	2012	2013	2014
BWI	CLT	36	36	36	31	32	35
CLT	DCA	31	29	41	28	31	34
CLT	EWR	102	67	72	60	61	64
CLT	IAD	42	39	37	29	37	44
CLT	JFK	84	57	52	35	52	50
CLT	LGA	51	43	53	39	53	51
CLT	ORD	43	49	51	39	51	51

Predictability:

As described by ICAO: *Predictability refers to the ability of airspace users and ATM service providers to provide consistent and dependable levels of performance.*

Core Airports within Charlotte Metroplex

CLT

Charlotte-Douglas International Airport